

# Harbor Communities Monitoring Study

**Board Overview**  
**January 25, 2007**



# Harbor Communities Monitoring Study (HCMS) Goals

## Assess community exposure

- Find pollution “Hot Spots”
- Test low-cost easy-to-use monitors
- Determine impacts of local versus regional sources
- Establish baseline for control program effectiveness

# Study Design

- **Harbor Communities**
  - Wide range of pollution sources
  - Residential neighborhoods impacted
- **Complementary monitoring tools**
  - Fixed “passive” monitors
  - Particle counters
  - Mobile monitoring platform
- **Measure over entire year**
  - PM2.5 health effects driven by annual average
  - Air toxic cancer risk based on long-term exposure
  - Meteorology varies by season

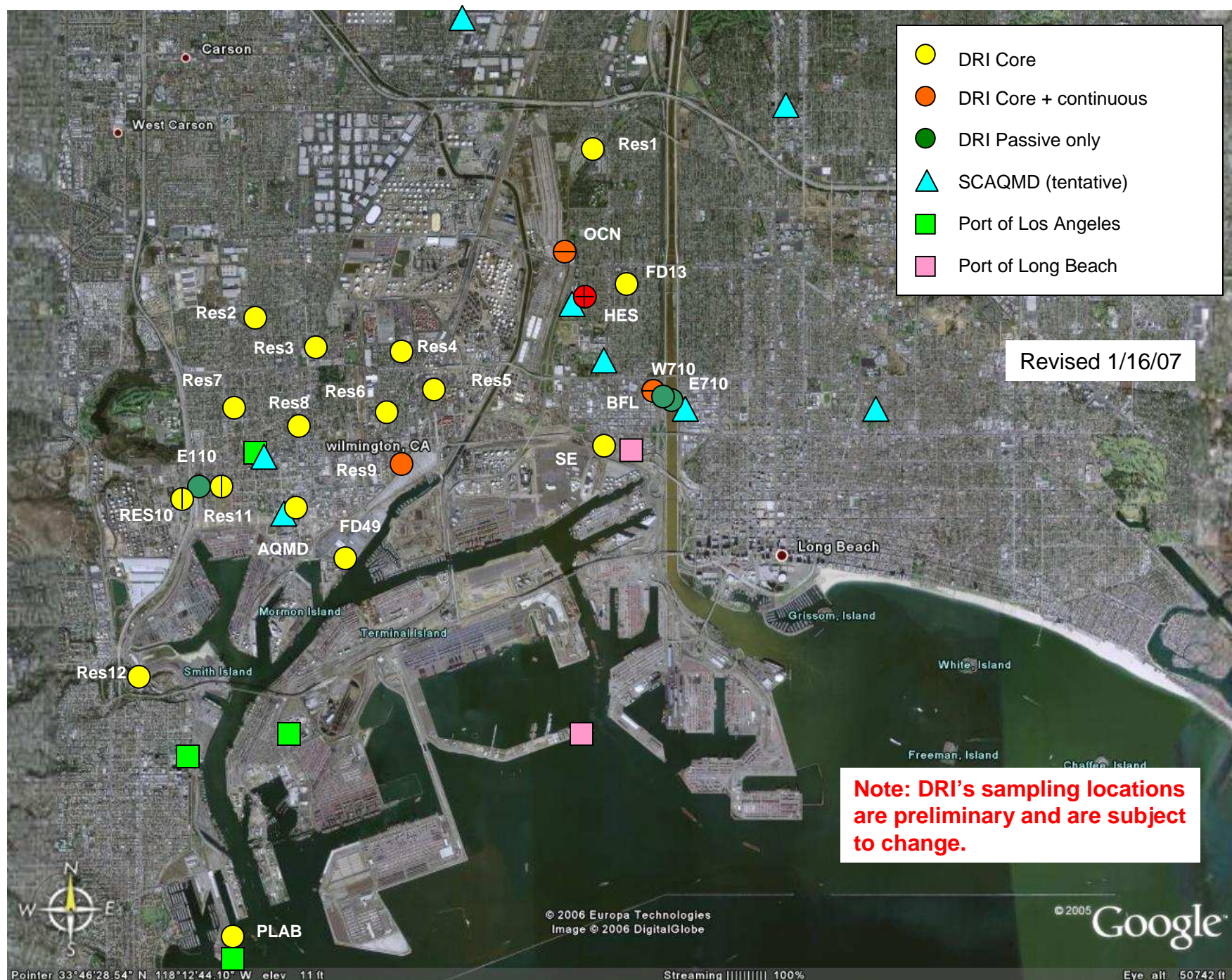
# Passive Sampler Network: “Saturation Monitoring” (Professor Eric Fujita, Desert Research Institute)

**Objective: Test whether affordable, non-pump driven “passive” samplers are sensitive and accurate enough for community level use**

- Can they detect gradients?
- Can they accurately predict yearly averages from small sets of one- or two-week samples?



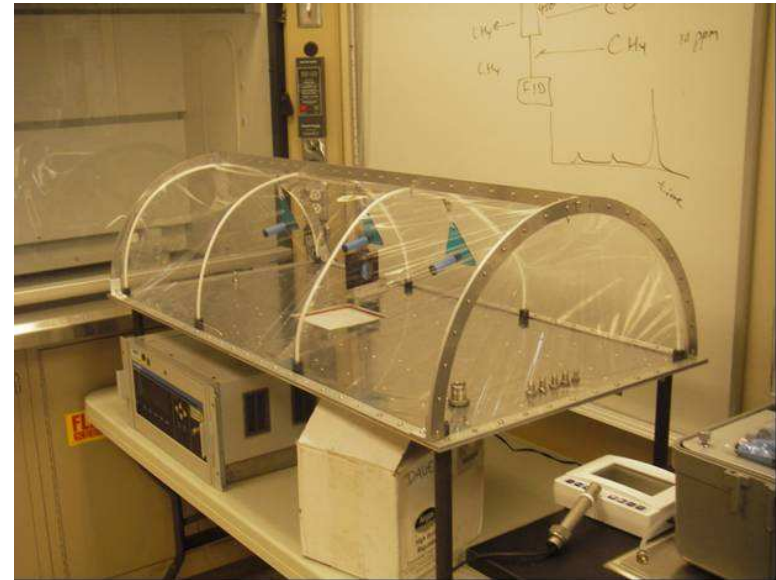






# Initial Results from Laboratory and Field Evaluations of the Passive Samplers

- Reproducible precision:
  - $\text{NO}_2$  and  $\text{NO}_x$
  - $\text{SO}_2$
  - formaldehyde
  - acetaldehyde
- Still under evaluation:
  - benzene, toluene, ethylbenzene, xylene
  - 1,3-butadiene
  - hydrogen sulfide
  - acrolein



# Particle Counter Network

(Dr. Katharine Moore and  
Professor Constantinos Sioutas, USC)

- **Network of 13 particle counters**
  - Particle number dominated by “ultrafine” particles ( $<0.1\mu\text{m}$ )
  - Ultrafine particles are a good indicator of combustion
  - 3 months each in winter and summer seasons
- **Objective**
  - Determining local versus regional influences, weather and seasonal impacts, etc.

# USC Equipment

**Free-standing  
weather-proof shelter  
with tripod on top (for  
weather station)**

**Particle counter**





# Mobile Monitoring Platform

(Kathleen Kozawa, UCLA; Dr. Scott Fruin, ARB;  
Professor Arthur Winer, UCLA)

- **Toyota RAV4 EV, zero-emission vehicle**
- **Measure gradients and find pollution “hot spots”**
- **Objective**
  - Spatial and temporal resolution with real-time and near real-time instrumentation



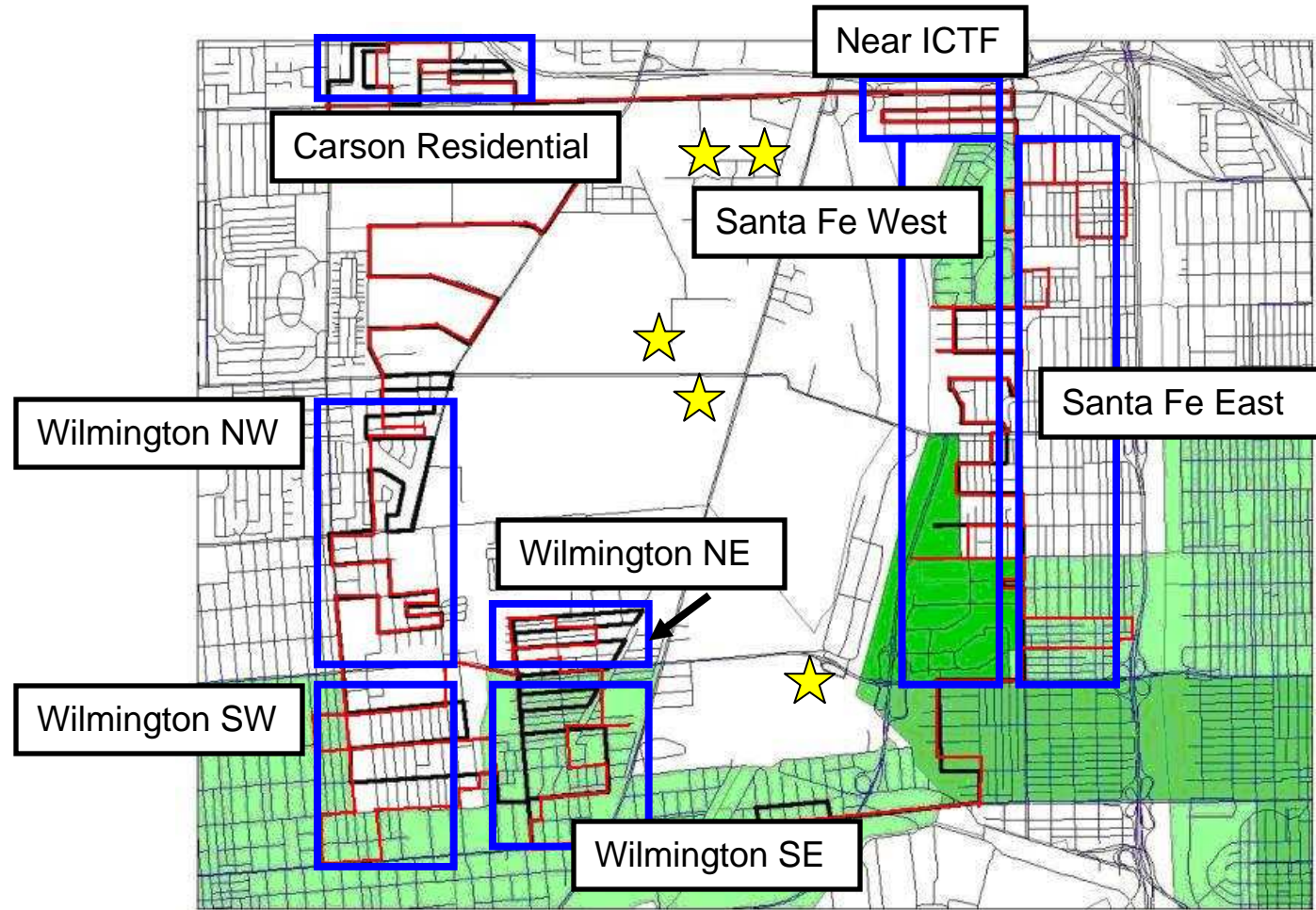
# Measurement Parameters

- **Particles**
  - PM2.5 mass
  - black carbon
  - number and size distribution
  - particle-bound polycyclic aromatic hydrocarbons
- **Gases**
  - carbon monoxide (CO)
  - carbon dioxide (CO<sub>2</sub>)
  - nitrogen oxides (NO<sub>x</sub>)
  - total and speciated volatile organic compounds (VOC)
  - hydrogen sulfide (H<sub>2</sub>S)
- **Meteorology**
- **Traffic documentation and location**

# Basis for Route Selection

- **Sources**
  - Ports
  - Freeways
  - Refineries
  - Rail yards
  - Heavy-duty diesel truck traffic on surface streets
- **Route Development**
  - Source locations, prevailing winds
  - Community input
  - Low-income neighborhoods
  - Traffic counts
  - Dispersion modeling
  - Electric vehicle range, road access

# Residential Route: Identifying Pollution “Hot Spots”



= Low Income Areas

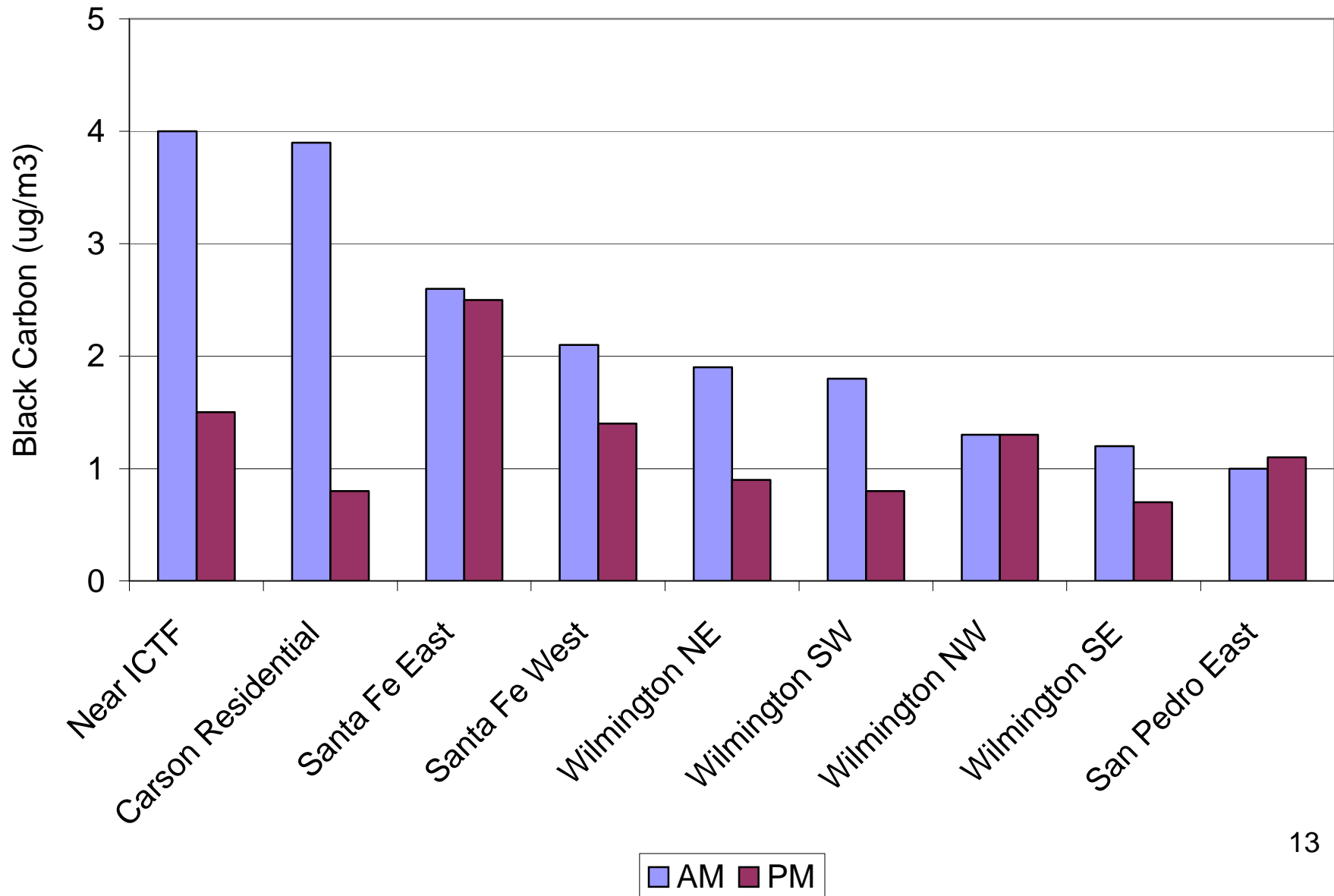


= Petroleum Refinery



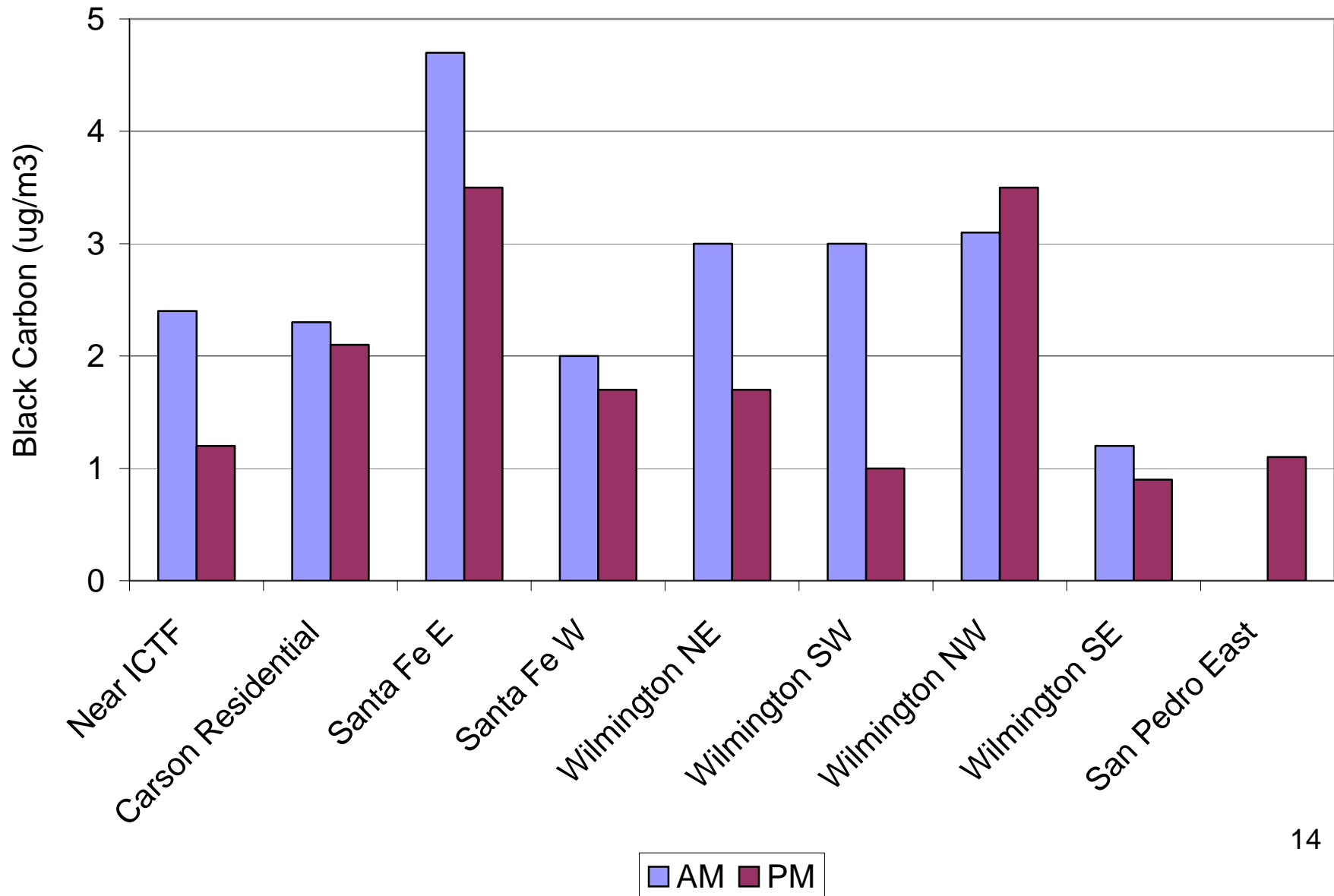
# Effect of Location on “Hot Spots”

## Sample Day 1



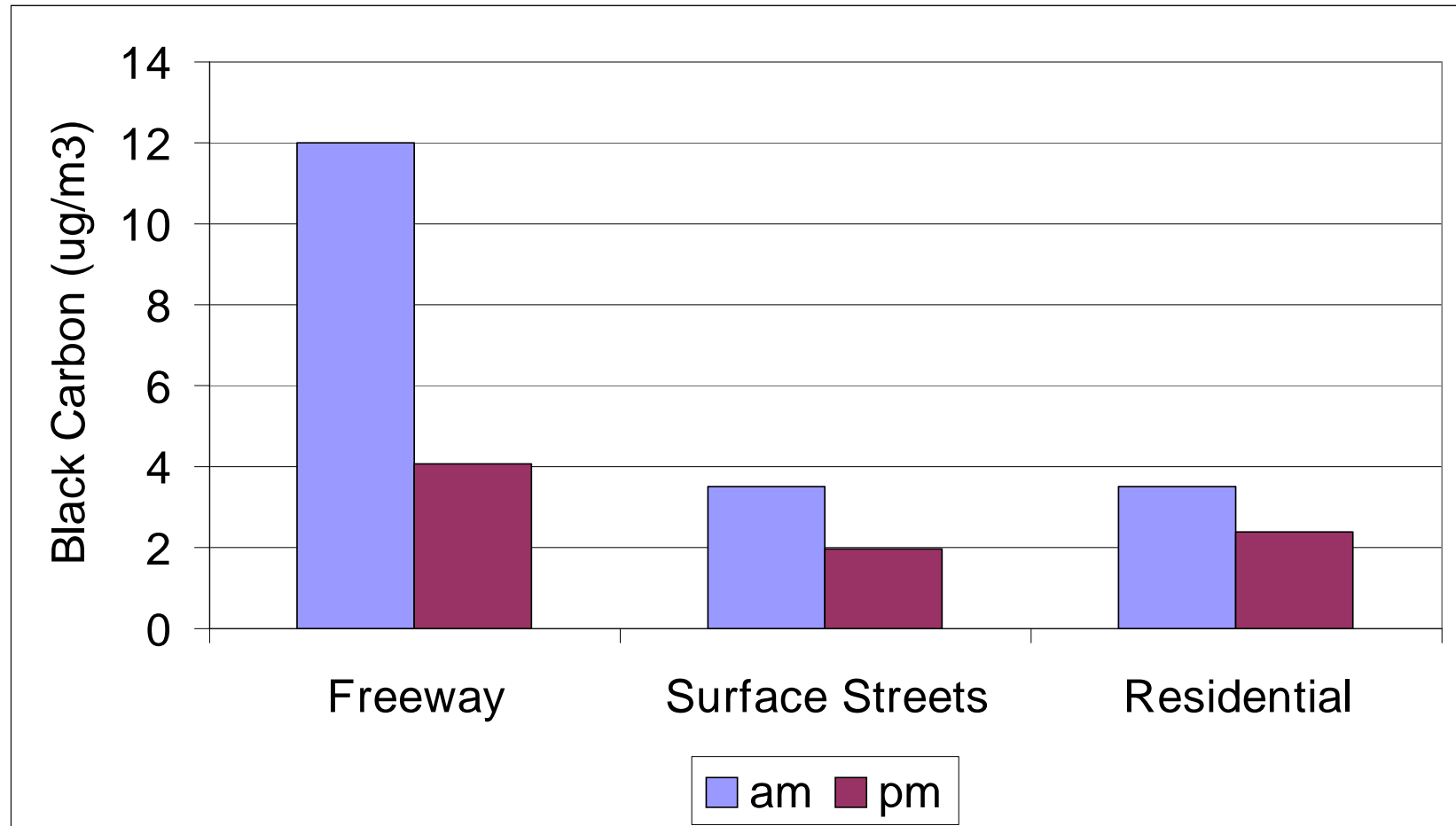
# Effect of Location on “Hot Spots”

## Sample Day 2



# Effect of Road Type and Time of Day

## Single Sample Day



# Summary of Preliminary Results

- **Easy-to-use monitors good for some pollutants**
- **Ultrafine particle counters will help determine regional vs. local influences**
- **Mobile platform can identify pollution “hot spots”**
- **Variability in pilot results illustrates need for measurements throughout year**



# Important Dates

- **Main Study Winter Sampling Start Date**
  - February 2007
- **Spring, Summer and Fall Monitoring**
  - April-May, July-August, and October 2007
- **Study Results Available in 2008**